LETTER FROM PARIS.

[HVENING TELEGHAPH SPECIAL CORRESPONDENCE.] Paris, August 21, 1866. Short Reckonings Make Long Friends. Prussia is now triumphant, and it is said has very serious intentions of swallowing up a good part of Germany, but does not dream of giving us an inch of territory, so as to re-establish the equilibrium compromised by her aggrandizement.

Monsieur Benedetti, our ambassador at Berlin, has been instructed to jog the memory of Herr von Bismark, who, when at Biarritz, held out such promises to the Emperor in the way ot slight rectifications being allowed to France, on condition that she would do nothing to prevent the plan of the Prussian minister to bring Germany under Prussian rule. However, it seems likely that

The Short Memory of Bismark will give rise to some unpleasant correspondence between the Courts of Berlin and the Tuileries. Both the King and his fides achates seem surprised, if not angry, at the "demand" of the Emperor of the French. They, however, feel that they are somewhat in a fix, and the last we heard from Berlin is that they have no objection to France taking a piece of either Belgium or the province of Luxembourg: but as for any cession of German territory, the thing is quite out of the question. The answer from Berlin has caused great displeasure at the Tuileries, However, as there is a universal desire that peace should be maintained until after the close of 1867, it is likely that we shall have to "bide our time."

What Europe Thinks of the Situation. Europe in general would be delighted to see an ill feeling spring up between France and Prussia. England, especially, would be glad to see the Imperial Eagle pitted against the Black Eagle of Prussia. If we were to believe the English papers, it would seem that hostilities were on the eve of commencing between France and Prussia. I am glad to say that such is not the case, and that the Moniteur has once or twice assured us that the best understanding reigns between the Courts of the Tuileries and Berlin. What gives us the most uneasiness at the present moment is

The Mexican Nightmare; for, let us look at this Mexican expedition as we may, it is very evident to all that it has turned out a complete failure-an expedition which has cost us thousands of men and millions of money; and of the latter we shall never see a sou again.

Her Majesty the Empress Charlotte arrived a few days ago from Mexico, and is now a suppliant at the feet of the Emperor of the French, imploring him not to abandon her husband and herself in the hour of trial. It is the desire of her Imperial Majesty that the troops which were to return to Europe next year may be allowed to remain for some time longer in Mexico, and that the payment of the Mexican loan might be deferred. She at the same time requests that the command of the French troops may be given to some other General, as Marshal Bazaine cannot get on at all with the Emperor, and the bearing of the former is more that of a superior to an inferior. The young and courageous Empress has much to demand, but who can refuse a weeping woman? There is every reason to believe that the daughter of so clever a man as Leopold of Belgium will not plead her cause in vain.

One thing is certain, and that is that public opinion in France is very averse to any more men or money being sacrificed in the Mexican cause. Great importance is attached to our alliance with the United States, and the French people are ready to make every sacrifice compatible with their honor and dignity to keep up the good understanding between the two nations, which have ever been on the best of terms.

The Mexican question has been very much debated at St. Cloud, where the Emperor is at present staying. The Empress of Mexico has illchosen her time, as on arriving at Saint Nazaire she was informed of

The Illness of Napoleon III. His Majesty has been so ill of late that he is

obliged to keep his room.

Though different rumors have been circulating during the last few days respecting the indisposition of the Emperor, the truth is that his Majesty is suffering from a sharp attack of rheumatism, in consequence of a cold caught whilst taking the waters at Vichy. French papers are not allowed to say much about the illness of the Emperor, but the London Times, which is generally well informed, told us last night that Napoleon III had been suffering intensely since his return

from Auvergne. The indisposition of the Emperor did not, however, prevent the festivities of the 15th of August from taking place.

The Emperor's Fete, on the 15th, this year, was not perhaps as brilliant as usual; because, 1st, The weather had been for some time past wet and chilly, which caused many to abandon the idea or visiting Paris, fearing that the day itself should prove unfavorable. 2d. The approaching exhibition induced many foreigners to defer coming to France until next year; and, 3d. The fear of the cholera contributed not a little to prevent our capital from being inundated with strangers, as is ordinarily the case. However, in spite of all fears, the day was warm and bright, and Paris presented a most gay and animated appearance.

At six o'clock in the morning the cannon at the Invalides announced that the national fete was commenced.

The houses were gally decorated with tricolor flags, all the theatres gave gratultous representations, which were attended by enormous crowds, and on the esplanade of the

Invalides and at the Barriere du Trone, all sorts of sights were to be seen, such as climbing the greasy pole, petty theatres, mountebanks, etc. For the evening there was a general illumination and a grand display of fireworks at the Place du Couronne and on the Pont d'Austerlitz. The gardens of the Tuileries and the whole line of the Champs Elysees presented a most fairy-like appearance, being lit up with festoons of colored lamps, whilst the Arc de l'Etoile was illuminated by the electric light.

The Place de la Concorde, which, as all who have visited Paris are aware, is situated between the Fuileries and the Champs Elysees, was most beautifully decorated. In the centre, around the Obelisque de Luxon, was constructed an Egyptian building, which was lit up from top to bottom with jets of gas, and the splendid fountains on either side glittered in the midst of Bengal fires of every hue. It is many years since such a splendid illumination has been witnessed at Paris.

The Theatres. A new piece has lately been produced at the Vaudeville by the celebrated George Sand, entitled

"Le Don Juan de Village." It is, however, but a poor affair, and quite unworthy of the author of the Marquis de

The new Cirque du Prince Imperial has at last been inaugurated. The building is immense, and capable of containing six thousand persons, and the director is doing his best to attract large crowds by the excellence of the artists he has engaged to perform in this theatre.

TERRIBLE ACCIDENT IN PARIS. THE FETE NAPOLEON-AN OVERGROWDED BRIDGE-

MANY LIVES LOST. The Napoleonic fete in Paris, on the 15th of August, was kept as a strict holiday, but was sadgened by a dreadful disaster. At the conclusion of the display of freworks on the Pout des Invalides, the crowd which had been standing watching them on both sides of the Seine began to break. A large number of persons who were on the left bank of the river made their way to the Pont de la Concorde, in order to cross to the right bank, at the moment when an equally large number of persons were about to the opposite direction. The two crowds met in the middle of the bridge, and despite the utmost efforts of the sergents-de-vitle, it soon became impossible to prevent a complete stoppage of all circulation either way. Every moment tresh arrivals kept pouring in, ignorant of what had taken place, until at last the pressure became so overwhelming that men, women, and call dren were forced down and trampled upon some being killed and a large number severely injured. For a short time the scene is said to have been one of wild confusion and terror. One woman climbed over the parapet and ran along it in a kind of frenzy, which blinded her to the danger she was incurring. When the bridge became somewhat clear, it was found to be strewn with tragments of clothing which had been literally torn off the backs of the wearers in the desperate struggle that had taken

The wounded were at once conveyed to the The wounded were at once conveyed to the Palace of the Corps Legislatif, close at hand, and the dead taken to the Morgue. The number of the former is stated to be very large, but no accurate information on the subject has been pubished. With regard to the latter, the Avenir National says that an eye-witness counted next day, at the Morque, the bodies or eight women and one young man, who had been sufficiated in the crowd. "While we write," adds the same paper, "thousands of persons, controlled by the police agents, form a line at the doors of the Morgue, and are waiting their turn to penetrate into the interior, and ascertain whether the relative or friend of whom they are in search is among the number of the victims." The Temps mentions a rumor, according to which the dis order that led to this terrible tragedy was occasioned, or at all events increased, by a gang of pickpockets, who profited by it to rifle the crowd in all directions, and who were arrested in large numbers.

An inquiry has been instituted by the Government, and the Moniteur contains the following

particulars:-"Eight persons were picked up; some were already sufficient, and the rest soon succumbed. Another was seriously wounded, and others more or less seriously, though without danger. The Minister of the Interior imme diately repaired to the spot; the Prefect of Police also arrived. The victims had already been taken away and conveyed to the inner court of the Corps Legislatif, or to a neighbor-ing chemist's; others had been admitted into the little canteen attached to the works in the angle of the quay. The Minister of the Interior re-mained until 2 o'clock in the morning at the scene of the disaster: saw that the necessary attention was given to the injured, and himself aistributed assistance in the name of their Maesties. An hour afterwards the majority of the persons who had been attended to were able to reach their homes on foot; the others were immediately conveyed in carriages or on litters to their own dwellings, or to the nearest hospital An inquiry has been ordered respecting the cause and the circumstances of this melancholy event, and in accordance with the wish of the Empress, the Prefect of Police has already been engaged in obtaining the names of the victims and information with regard to the position of

WHISKY, BRANDY, WINE, ETC.

their families, so as to relieve their misfortune.

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BOOTH, GABRETT & CAMAC,

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JAMES R. CHILTON, M. D., Analytical Chemis

BOSTON, March 7, 1859

Boston, March 7.1809

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WAR DEPARTMENT, SURGEON-GENE-RAL'S OFFICE,
WASHINGTON, D. C., August 10, 1866
An Army Medical Board, to consist of Brevet Colonel J. B. Brown, Surgeon, U. S. A., President; Brevet Lieutenant-Colonel H. B. Wittz, Surgeon, U. S. A.; Brevet Lieutenant-Colonei Anthony Hever, ourgeon, U. S. A.; and Brevet Major Warron Webster, Assistant Surgeon, U. S. A., Recorder, will meet in New York city on the 20th of September, next, for the examination of candidates for admission into the Medical Staff of the United States Army.

Applicants must be over 21 years of age, and physically sound.

Applications for an invitation to appear before the Board should be addressed to the Surgeon-tieneral, United States Army, and must state the full name, residence, and date and place of birth of the candidate. Testimonials as to character and qualifications must be turnished. If the applicant has been in the Medical Service of the Army during the war, the fact should be stated, together with his former rank, and time and place of service, add testioners. former rank, and time and place of service, add testimonials from the officers with whom he has served should also be forwarded.

No allowance is made for the expenses of persons undergoing the examination is it is an indispensaundergoing the examination of the prerequisite to appointment.

There are at present sixty vacancies in the Medical Staff, forty-six of which are original, being created by the Act of Congress approved July 28, 1836.

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P. M., Pottaville at 245 P. M., arriving in Philadelphia
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Sarket train, with passenger oar attached, leaves Philadelphia at 12 45 neon for Reading and all way stations. Leaves Reading at 11 30 A. M. and Dewningtown at 12:30 P. M., for Philadelphia and all way stations. All the above trains run daily, undays excepted. Sunday trains leave I tottsville at 8:50 A. M., and Philadelphia at 2:15 P. M. Leave Philadelphia for Reading at 8:50 A. M. at terming trom Reading at 4:25 P. M.

Passengers for Downingtown and intermediate points take the 7:30 and 8:15 A. M. and 5:0 P. M. trains from Philadelphia, returning from Downingtown at 6:35 A. M. and 4:30 noon

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1, 2, 3, 4, 4%, 6, 6%, 7, 8, 9, 10, 11 P. M.

The 8 20 cown train, and 3% and 5% up trains will no stop on the Germantown Brench.

ON SUNDAYS.

Leave Philadelphia 9:10 A. M., 2, 3, 5, 8, 10% P. M.

Leave Germantown 8, M., 1, 4, 6%, 5% P. M.

Leave Chesnut Hill 7:10 minutes, 8, 940, 1140 A. M.

1:46, 3:40, 5:40, 6:40, 8:40, and 10:40 minutes, P. M.

Leave Chesnut Hill 7:10 minutes, R., 2, 5, and 8 P. M.

Leave Chesnut Hill 7:10 minutes, R., 2, 5, and 8 P. M.

Leave Chesnut Hill 7:10 minutes, R., 2, 5, and 8 P. M.

Leave Chesnut Hill 7:10 minutes, R., 2, 5, and 8 P. M.

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Leave Chesnut Hill 7:10 minutes, R., 2, 5, and 8 P. M.

Leave Chesnut Hill 7:10 minutes, R., 2, 5, and 8 P. M.

Leave Chesnut Hill 7:10 minutes, R., 2, 5, and 8 P. M.

FCR CONSHOHOUKEN AND NORKISTOWN. 9-25 minutes P. M.
FC R CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 8-25 minutes, 11-94 A. M., 1M,
48, 58, 68, 8 05 minutes, and 11% P. M.
Leave Norristown 58, 7, 7-50, 9, 11 A.; M., 18, 48, 68,

nrd 6 P M.
The 5M P. M. train will stop at School Lane. Wissa hickon, Manayunk, Spring Mill, and Consholocken only ON SUNDAYS.
Leave Philadelphia 9 A. M., 2%, 4 and 7% P. M.
Leave Nortistown; A. M., 1,5%, and 9 P. M.
Leave Philadelphia 6, 8 35 minutes, 11 95 A. M., 14, 455 5%, 6%, 805, and 11 P. M.
Leave Manayunk 53, 78, 820, 05, 11%, A. M., 2,5, 6% 8% P. M.
ON SUNDAYS. M. P. M.
ON SUNDAYS.
Leave Philadesphia 3 A. M., 2%, 4, and 7% P. M.
Leave Manayunk 7% A. M., 1%, 6, and 9% P. M.
W. S. WILSON, General Superintendes t.
| Depot NINTH and GREEN Streets

NORTH PENNSYLVANIA RAILROAD.—

Depot THIRD Street above Thompson.

For BETHLEREM. DOYLESTOWN. MAUCH
CHUNK, EASTON. WILLIAMSFORT, and WILLES! BARRE. At 720 A. M. (Express), for Bethlehem, Allentown Mauch Chunk, Hazieton, Williamsport, and Wilkes carre.
At 3:26 F. M. (Express), for Bethlebam, Easton, etc.
reaching Easton at 6:45 F. M.
At 5:15 P. M., for Bethlebem, Allentown, Mauch

At 515 P. M., for Bethlebem, Allentown, Mauch Chunk.

For Doylestown at 835 A. M., 2:30 and 4:15 P. M.

For Fort Washington at 10 A. M. and 11 P. M.

For Lamsdale at 5:15 P. M.

White cars of the Second and Third Streets Line City
Passenger Cars ran direct to the depot.

TRAINS FOR PHILADELPHIA,

Leave Bethlebem at 6:25 A. M. and 12:75 Noon, and
6:15 P. M. Leave Doylestown at 6 40 A. M., 2:15 and 2:30 F. M.
Leave Lansdale at 6:00 A. M.
Leave Lansdale at 6:00 A. M.
Leave Fort Washington at 10:00 A. M., and 2:15 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 A. M.
Philadelphia for Doylestown at 2:30 P. M.
Doylestown for Philadelphia at 7:20 A. M.
Bethlehem for Philadelphia at 4:30 P. M.
Throngh Tickets must be not the state of the

Through Tickets must be procused at the ticket offices, THIRD Street, or BERKS Street, 521 WEST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry), commencing TUESDAY, August 28, 1886

8 A. M. Mail for Bridgeton, Salem, Millville, and all intermediate stations

3 P. M. Mail for Cape May, stopping at Woodbury and Glassboro, and all stations below Glassboro. Due at Cape May 760 P. M.

3 50 P. M. Passenger, for Bridgeton, Salem, and all intermediate stations.

6 P. M., Woodbury Accommodation.

Freight will be recurred at Second Covered Wharf below Walnut street, from 796 A. M. until 5-90 P. M. That received before 9 00 A. M. will go through the same day.

That received before \$00 A. M. will go through the same day.

Freight Delivery, No. 228 S. DELAWARE Avenue.

The West Jersey Fxpress Company will attend to all the usual branches of rxpress business. A Special Messenger accompanies each through train. Office, No. 5 WALNUT Street Philadelphia.

REFTURNING TRAINS.

Leave Cape May at \$00 A. M., wall, stopping at all Stations on C. M. & M. B. R., and Vineland, Glassboro, and Woodbury. Due II 37 A. M.

Leave Bridgeton, 715 A. M., and 3 50 P. M.

Leave Richeston, 715 A. M., and 3 50 P. M.

Leave Milville 555 and 944 A. M. and — P. M.

J. VAN RENSSALAEE, Superintendent,

West Jersey, Salem, and Cape May, and Millville R. Rs.

1866—PHILADELPHIA AND ERIE RAIL ROAD.—This great line traverses the Northern and Northwest Counties of Pennsylvania to the City of Eric. on Lake Eric. It has been leased and is operated by the Pennsylvania Raliroad Company. TIME OF PASSENGER TRAINS AT PHILADELPHIA. Arrive Eastward—Eric Mail Train, 7 A. M.; Eric Express Train, 1 P. M.
Leave Westward—Eric Mail, P. M.; Eric Express Train 12 M.
Passenger cars run through on the Eric Mail and Express Trains both ways between Philadelphia and Express Trains both ways between Philadelphia and Express Trains both ways between Philadelphia and Express Trains both ways between Philadelphia. Train 12 M.

Passenger cars run through on the Eric Mail and Express trains both ways between Philade phia and Eric.

NEW YORK CONNECTION.

Leave Even York at 9 A. E., arrive at Eric 930 A. M.

Leave Eric at 445 P. M., arrive at New York 419 P. M.

Elegant Sleeping Cars on all the night trains.

For information respecting passenger business, apply at corner THI PTIE I'H and MARKET Streets, Phila.

And for freight business, of the Company's Agents, S.

B. Kingston, Jr., corner Thirteenth and Market streets.

Philadelphia; J. W. Reynolds, Eric; William Brows, Agent N. C. B. E., Baltimore.

H. H. HOUSTOB, General Freight Agent, Phila.

H. W. GWINNER, Owneral Ticket Agent, Phila.

A. L. TYLER G. oral Sup. Williamsport.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALL
TIMORE RAILROAD,
Commencing MONDAY, July 2, 1866. Trains will
leace Depot corner of BROAD Street and WASHINGTYN Avenue, as follows:
Express Train at 415 A. M. (Mondays excepted), for
Britimore and Washington stopping at Chester, Wamington, Newark, Elkton, Northeast, Perryville, Havra,
de Grace, Abordeen, Perryman's, Magnutia, Chase's and
Stemmer's Run. de Grace. A berusen, Petryman.
Stemmer's Run.
Way Man Train at 8 15 A. M. (Sundays excepted), for
Buitmore, stopping at all regular stations between Phiisdelphis and Baltmore.
Delaware Rainroad Train at 9 A. M. (Sundays excepted), for Princess Anne, Milford, and intermediate
stations. ations. Express Train at 11:45 A. M. (Sundays excepted), for allimore and Washington. Express Frain at 11-25 A. M. (Sundays excepted), for Bai-latimore and Washington.

Express Train at 3 P. M. (Sundays excepted), for Bai-timore and Washington, scopping at hester, Claymond, Wilmington, Newsrs. Fixton, Northeast. Perryville, Havie de Grace. Aberdeen. Perryman's. Edgewood, Mag-nolis, Chase's, and Stemmer's Rua. 1 Sight Express at 11 P. M., for Bhitimore and Wash-ington. fon.
Passengers by Boat from Baltimore for Fortress Mon-e Nortolk, City Point, and Richmond, will take the 11 45 A M : rain.

ULMINGTON ACCOMMODATION TRAINS.
Stopping at all Stations between Philadelpina and Wil-Stopping at all Stations between Philadelphia and Wumington.

Leave Philadelphia at 9 A. M., 12 39, 4 39, 6, and 11 30
P. M. The 4 70 P. M. train competes with Dellaware
Railroad for Harrington and intermediate stations,
Leave Wilmington at 6 30 7 15 and 9 30 A M., 4 and 6 32
P. M. The 7 15 A. M. train will not stop at stations
between Chester and Philadelphia.

Trains for New Castle leave Philadelphia at 3 A. M.,
4 30 and 6 P. M.

THROUGH TRAINS FROM BALTIMORE
Leave Wilmington at 11 A. M., 4 36 and 10 P. M.

CHESTER FOR PHILADELPHIA.

Leave Chester at 728, 746, 1914, and 11 40 A. M., 4 48,
1914, 7 75 and 40 36 P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Bellimore 7 75 A. M. Wav-mail 9 20 A. M.,
Express. 149 P. M., Express. 6 35 P. M., Express.

P. M., Express.

Leave Baltimore 7-5 A M., Wav-mail. 9-20 A M., Express. 140 P. M., Express. 6-35 P. M., and 3-38 P. M., Leave Whimington at 5-23 and 3-31 A. M. and 4-16 P. M. Freight Trains with Passenger Cars atticated will leave as follows:—Wilmington for Perryville and intermediate stations at 6+5 P. M. Beltimore for Havre-de-Grace and intermediate stations at 4+20 A. M., connecting at Wilmington with 7-15 A. M. train for Philade-phia.

SUNDAY TRAINS.

accomposition with 7-15 A. M. train for Philadephia.

SUNDAY THAINS.

Express Train at 4-15 A. M. for Balkimore and Washington, stopping at thester, Wlimin, ton, Newark, Etkton, Nor heat Perryville Havre-de-Grace, Abordeen, Perrymsh's Magno in, coase's, and Stemmer's Run.

Night Express. if P M for Baltimore and Washington accommodation Trein at 11-30 P. M. for Wlimington and intermediate stations.

BALTIMORE FOR PHILADELPHIA.

Leave Paltimore at 8-25 P. M., stopping at Havre-de-Grac. Perryville, and Wilmington, Also soms at Etkton and Newsik (to take passengers for Phi adelphia and leave passengers from Washington or Baltimore) and Chester to leave passengers from Baltimore or Washington. ington.
Accommodation Train from Wi mington for Philadet
phis and intermediate stations at 5 % r. M.
H. F. KENNEY, Superintendent. FOR NEW YORK,—THE CAMDEN AND amboy and Philadelphia and Trenton Rairond ompany's Lines.
FROM PHILADELPHIA TO NEW YORK and Wey Places, from Wainut Street Wharf, will leave to colows, viz: as follows, viz:-At 5 A. Bi., via Camden and Amboy, Accomp oda M. via Camden and Amboy Express. 369
M. via Camden and Amboy Express. 369
M. via Camden and Amboy Accommodation 226 M , via Camden and Ambov Accommodation 2d class.

M. 2 and 5 P M., for Mount Holly, Ev Pemberton, and Vincentown. At 5 A. M. and 2 for Freehold.

do 10 A. M., 12 M. 4, 5, 6, and 11:30, P. M. tor Field.

se. Pelmyra, Riverton, Progress, Delance. At 5 and 10 A. M., 12 M. 4, 5, 6, and 11 by F. M. 10, Fouse, Pelmyra, Eliverton Progress, Delance, Bevery Edecwater, bur ington, Fiorence, Bordontown, etc. The 10 A. M., and 4 P. M. lines run access

through to Tremon.

LINES FROM KENSINGTON DEPOT WILL LEAFE.

At 11 A M . 438 645 F. M., and .2 F. M. (Night), via

Kensington and Jersey City Express Lines, fare \$300.

The 645 P. M. Line will run daily. All others Sundays excepted. At 7:30 and 11 A. M., 3, 3:30, 4:30, 5, and 6:45 P. M a d At 7:30 and 11 A. M., 3 3:30 4:30, 5, and 6:45 P. M. a d. 8 dinight, for Eristol. Trenton, etc.

At 7 and 10:15 A. M., 12 M., 3 4.5 and 6 P. M., for Cornwell's Tortisdaic Holmesbury, Tacony, Wissinoming, Bridesburg, and Frankford, and at 10:15 A. M. or Bristol. Schanck's, Eddington, and 8 P. M. for Holmesburg and intermediate stations.

At 7:30 A. M., and 3:30 P. M. for Niagara Falls, Buffalo, Dunkirk (amandalgua, Elmira, Ithacs, Owego, Roches et Binghampton, Oswego, Syracuse Great Hend. Montrose Wilkesbarre, Scranton, Stoudsburg, Water Gap, Edvidere, Laston, Lambertville, etemington, etc., 7 he 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bothie hem. etc.

hem etc. At 5 P. M. for Lambertville and intermediate stations June 1, 1866. WILLIAM H. GATZMER, Agond DENNSYLVANIA CENTRAL RAILROAD.

SUMMER ASKRANGEMENT.

The Trains of the Fennsylvania Central Railroad leave the Depot at Thirty-first and Market streets, which is reached by the cars of the Market Street Passenger Railway, running to and from the Depot. The last car leaves Front street about 39 minutes prior to the departure of each Train.

On Sundays—Cars leave Eleventh and Market streets 45 minutes before the departure of each Traina.

Mann's Eaggage Express will call for and deliver Baggage at the Depot. Orders left at the Office, No. 831 Chesnut street, will receive attention.

Mail Train.

Mail Train....

Chemnal Express:

Philadelphia Express:

Paoli accommodation, No. 1

Lancaster Train.

Lancaster Train

REIGHT LINES FOR NEW YORK AND connecting Entronds. INCREASED DESPATCH.
THE CAMDEN AND AMBOY RAILIFOAD AND TRANSPORTATION COMPANY EXERCITY LINES for New York will leave WALNUT Street Wharf at 6 o'clock P M. daily (Sundays excepted).
Freight must be delivered before 4% o'clock, to be forwarded the same day. o'clock P M. daily (Sundays excepted).
Freight must be delivered before 4% o'clock, to be forwarded the same day.
Returning, the above lines will leave New York at 12 noon and 4 and 8 P. M.
Freight for Trenton. Princeton. Kingston, New Brunawick, and all points on the Camden and Amboy Ref. road; also, on the Belvidere. Delaware and Flemington, the New Jersey, the Freehold and Jamesburg and the Burimaton and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Belvidere De aware Reliroad connects at Phillipsburg with the Lehigh Valley Railroad, and at Mannakabunk with all points on the Delaware, Lackawanna, and Western Railroad, forwarding to syracuse, Buffalo, and other noints in Western New York

The New Jersey Hailroad connects at Elizabeth with the New Jersey Hailroad connects at Elizabeth with the Morris and Essex Hailroad, and at Newark with the Morris and Essex Hailroad.

A slip me morandum, * Decifying the marks and numbers, * shippers, and construees, must, in every mistance, be sent with each load of goods, or no receipt will be given.

N. B.—Increased inclitties have been made for the

N.B.—Increased inclinies have been made for the transportation of live stock. Drovers are invited to try the route. When stock is numished in quantities of two carlonds or more, it will be delivered at the foot of Fortieth street, near the Drove Yard, or at Pier No.1, North River, as the shippers may designate at the time of shipment. For terms. or other information, apply to WALTER FREEMAN, Freight Agent, No. 226 S. DELAWARE Avenue, Philadelphia

OBANGE AND ALEXANDRIA RAILROAD. O BANGE AND ALEXANDRIA RAILROAD.
On and arter MONDAY, February 12, two daily trains will run between Washington and Lynchburg, connecting at Gordonsville with Virginia Central Reference trains to and from Bichmond, as follows:—

MAIL TRAIN.

Leave Washington daily (bunday excepted), at 6.48
A. M., and arrive at Lynchburg at 5.45 P. M.

Leave Washington daily (bunday excepted), at 6.48
A. M. and arrive at Lynchburg at 5.45 P. M.

Leave Washington daily (including Sunday) at 6.05 P. M. and arrive at Lynchburg at 5.05 P. M. and arrive at Washington at 6.10 A. M.

Leave Lynchburg at 6.30 P. M. and arrive at Washing ton at 6.10 A. M.

Hoth trains making closs connections at Lynchburg for all points South and Southwest, and at Washington for North and Northwest

First-class sleeping care attached to the pight-trains.

The road is attractive, not only for the conhortable accommodations, but for the fact that it passes the new historic localities of Fairfax, Buil Run, Manassas, Bristoe, Callett's, Rappahannock, Culpeper, Orange, and Gordonsville, places of imperishable interest in Escapoular mind.

Through tickets to all points South and Southwest

Gordonwille, places of imperishable interest in the popular mind. Through tickets to all points South and Houthwest may be had in Boston, New York, Philadelphia, and Baltimens and at the charge of the road in Weshinstan Baltimens and at the charge of the road in Weshinstan Baltimens and the charge of the road in Weshinstan Baltimens and the charge of the road in Weshinstan Baltimens and the charge of the road in Weshinstan Baltimens and the charge of the charg